

Amendments to the Specification:

Please amend the paragraph beginning at page 2, line 23 of the specification as follows:

~~This object is achieved by the features of patent claims 1 and 9.~~ The parallel connection of a second clutch into the drive train gives rise, in the event of the first clutch failing, to the necessary redundancy, i.e. the coolant pump continues to be driven, and the cooling of the engine is ensured. This, of course, also applies in the reverse situation; if the second clutch fails, the first, i.e. the fluid friction clutch, takes over the driving of the coolant pump at a reduced speed of rotation. Since the second or additional clutch run synchronously with the speed of rotation of the pulley and the output speed of rotation of the fluid friction clutch is reduced in comparison to the speed of rotation of the pulley, overall a two-stage drive arises for the coolant pump, i.e. the pump can be driven at a reduced speed of rotation in a first stage and at a speed of rotation which is synchronous with the pulley in a second stage. The reduced speed of rotation, i.e. the step-down ratio with respect to the speed of rotation of the pulley, can be set by the configuration of the fluid friction clutch, e.g. by selection of the viscosity, the friction gap and other parameters which, as is generally known, determine the slip of a fluid friction clutch of this type. The second or additional clutch is generally a release clutch which, when there is a corresponding requirement for the higher speed of rotation, is switched on automatically or as required. A two-stage drive of this type is sufficient for most situations and therefore constitutes a cost-effective compromise.